

### **III. Implementation**

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Implementation is one of the most important aspects of the comprehensive transportation plan. If implementation is not an integral part of this process, the effort and expense associated with developing the plan will be lost. There are several tools available for use by the Town to assist in the implementation of the CTP. They are described in detail in this chapter.

#### ***State-Municipal Adoption of the CTP***

The Towns of Swansboro and the North Carolina Department of Transportation have mutually approved the CTP shown in Figure 1. The mutually adopted plan can now serve as a guide for the Department of Transportation in the development of the transportation system for the Town. The approval of this plan by the Town also enables standard road regulations and land use controls to be used effectively in the implementation of this plan. As a part of the plan, the Town and Department of Transportation shall reach agreement on the responsibilities for existing and proposed streets and highways. Facilities which are designated a State responsibility will be constructed and maintained by the Division of Highways. Facilities which are designated a municipal responsibility will be constructed and maintained by the municipality.

#### ***Methods Used to Protect the Adopted CTP***

##### **Subdivision Regulations**

Subdivision regulations require every subdivider to submit to the Town Planning Commission a plan of any proposed subdivision. It also requires that subdivisions be constructed to meet certain standards. Through this process, it is possible to require the subdivision streets to conform to the CTP and to reserve or protect necessary right-of-way for proposed roads and highways that are a part of the CTP.

The construction of subdivision streets to adequate standards reduces maintenance costs and simplifies the transfer of streets to the State Highway System. Appendix E outlines the recommended subdivision design standards as they pertain to road construction.

Since some of the proposed thoroughfares are outside the existing Town Limits, it is recommended that additional building setbacks and/or right-of-way reservation conforming to the CTP also be applied in the Onslow County Comprehensive Transportation Plan. This will allow for the orderly implementation of the plan in the fringe areas of the towns without disrupting adjoining landowners.